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COUNTRY Germany (Russian Zone)

SUBJECT The Volkswerft Stralsund

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SUPPLEMENT TO REPORT NO.

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- 1. The Volksworft Stralsund (formerly Bootsworft Stralsund) builds fishing luggers of the following specifications: length 30.50 meters, draught 2.10 m, Tionnage 150 tons, speed 11 knots, crew 26 men. The boats are powered by cight-cylinder diesel motors of 300 HP which are manufactured by Wolff-Buckau, Magdeburg. In addition, each boat is equipped with an electric diesel for the net wirklass and anchor capstan and with a 50 HP electric motor of the Scheneberg type for lighting and heating. Radio equipment (details unknown) is also being installed.
- 2. The boot hulls are constructed of ℓ mm steel plates which are welded, in contrast to the riveting process used by other Baltic shippards. The lungers are ascembled from 27 different parts which are all manufactured within the shipyard.
- 3. The production quota of the shippard for 1950 was 56 luggers. Actual output was one lugger every six days. Present production is siming at one lugger every four days. Destination of the product was as follows:
 - 20 luggers went to the fishing fleet Sassnitz (Volkseigene Reederei Sassnitz). Delivery was handled by the maritime police. Price was 1.300,000 Eastmark per lugger.
 - b. 36 luggers went to Russia as reparations payment. Frice was 900,000 Eastmarks per lugger.
- 4. The Stralsund Volkswerft employs 4440 workeen and 560 employees. Tork is carried out in three shifts.
- 5. The occlanical workshop is equipped with 30 lathes, type Germania/Chemnitz, L large lathes for marine sha ts, type Niles/Zwickau, 4 steel cutting machines, 4 cranes for transporting construction parts.

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- 6. Steel in the form of plates 3 to 6 mm thick comes from Russia. Formerly a part of it came from Western Germany. Wood also comes partly from Russia.
- 7. The plant obtains electric power from the Stralsund electric station located south of the Werftstrasse.
- 8. No production bottlenecks have been observed. Faulty machinery has at various times shown up during test runs. Russians and Germans have ascribed this to sabotage. As to the general state of the shippard, it is said that the plant is greatly in debt. Additional building construction, carried out by the Lärkische Bau Union, has been under way for some time. It is planued to increase the labor force to 0,000 men. There exist three laboratories, but nothing unusual seems to be carried out there. The shippard is guarded by 200 police with dogs.
- 9. The owners are the Vereinigung Volkseigener Werften. Some important personalities are: Herr Will, the business director, at present under arrest; the technical director, Dr. Clewitz.

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